

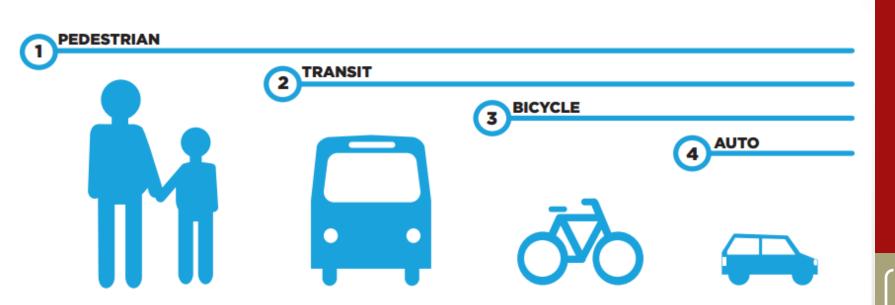
### Monroe Avenue Complete Streets

Community Meeting #2
September 4, 2014



### Complete Streets

"Streets that are designed to consider the safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers and ensure that the needs of all users shall be accommodated and balanced so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right-of way."





### City Plans and Policies

- City Council Goal #3: A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians
- Complete Streets Policy: Alexandria shall incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users
- Transportation Master Plan: Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety
- Pedestrian and Bicycle Mobility Plan

### Monroe Avenue Project Background and Civic Engagement

- Spring 2013 Community requests for traffic calming on Monroe Ave.
- September 2013 Data collection
- October 2013 Community meeting
- February 2014 Monroe Ave. listed on resurfacing schedule
- March 2014 Expanded project scope to include Complete Streets design
- May 2014 Public meeting #1
- Sept 2014 Public meeting #2

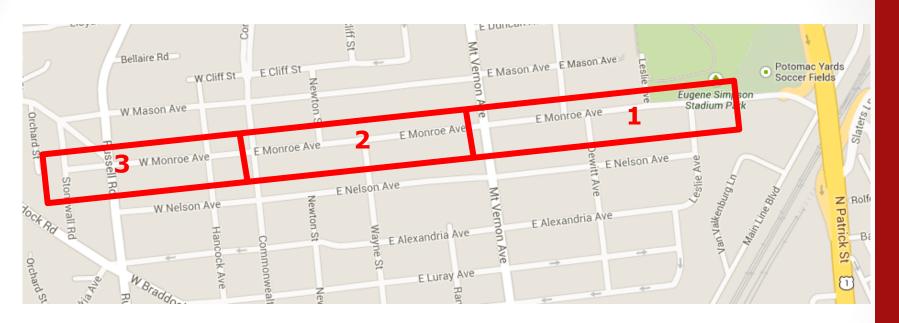


### Public Meeting #2

- Information gathered at meeting #1
- Present proposals based on comments
- Break into tables for more detailed discussion
- Report back on general themes/concerns
- Additional Comments
  - Comment forms
  - Email comments
- Next Steps
  - Meetings
  - Email group for follow up



### **Project Limits**



- Section 1: Leslie Ave. to Mt. Vernon Ave.
- Section 2: Mt. Vernon Ave. to Commonwealth Ave.
- Section 3: Commonwealth Ave. to Stonewall Rd.

### Comments from last meeting

More speed limit signs on W Monroe   Speeding   signage   markings   Install crosswalks for side streets   Pedestrian safety   markings   Install crosswalks across Monroe near Wayne and Newton   Pedestrian safety   markings   Install pedestrian countdown signals at Commonwealth & Russell   Pedestrian safety   signals   Install edge lines to narrow WB travel lane where parking is not permitted   Speeding   markings   markings   Markarows between Mt Vernon and Russell   Bicycle Access   markings   Markarows between Mt Vernon and Russell   Bicycle Access   markings   Add bike lanes between Mt Vernon and Leslie   Bicycle Access   markings   Width of Monroe appraching Mainline is too narrow   Safety   Speeding   construction   Safety   Construction   Safety   Construction   Safety   Speeding   Construction   Safety   Speeding   Construction   Safety   Speeding   Construction   Safety   Construction   Safety   Construction   Speeding   Construction   Safety   Construction   Speeding   Signage	Cor	mments	Issue	Category
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Install edge lines to narrow WB travel lane where parking is not permitted   Speeding   markings	3	Install crosswalk across Monroe near Wayne and Newton	Pedestrian safety	markings
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39 Do not add new sidewalks where they are missing Resident concern construction	_			
	_	·		
40 Raise signals at Russell Salety Isignals	-			
41 Utility poles block the sidewalk Pedestrian safety construction				
42 Provide better lane designation signage approaching Mt Vernon Safety signage	_			
43 Blind spot from EB Monroe to SB Dewitt Pedestrian safety signage				
44 Provide sidewalk on Leslie to connect to Monroe Pedestrian safety construction		'	•	
45 Increase parking for Park Parking parking				
46 Install speed boards between Mt Vernon and Commonwealth Speeding signage				_
47 Install Leading Pedestrian Interval at intersections of Mt Vernon and Commonwealth Pedestrian safety signals	-			
48 Fix the pitch of the road near Newton with resurfacing to reduce ponding Maintenance construction				-
49 Upgrade bus stops to ADA compliance between Mt Vernon and Commonwealth Pedestrian safety construction	_			



#### Response to Concerns

- Most comments were incorporated into proposal
  - Intersection improvements
  - Pedestrian crossing improvements
  - Speed reduction
- A few comments will be address through other projects
  - Safe Routes to School
- Some comments will be addressed with redevelopment
  - Bury power lines
  - Modify curb lines



### **Important Considerations**

- City Council adopted plans
  - Transportation Master Plan
  - Pedestrian and Bicycle Mobility Plan
- Complete Streets Policy
  - Consider all street users
- Accessibility requirements
  - Provide facilities for people with disabilities
- Emergency vehicle requirements and access
- Right of way constraints
- Existing and future development
- Cost



### Speed Cushion Criteria

### RGINIE

#### Eligibility

#### ELIGIBLE

#### Local Streets

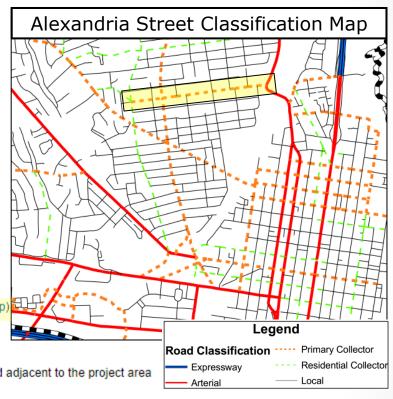
- · 85th percentile speeds exceeding the speed limit by 5mph AND
- Minimum of 500 vehicles per day AND
- · Minimum segment length of 900 feet

#### Residential Collectors

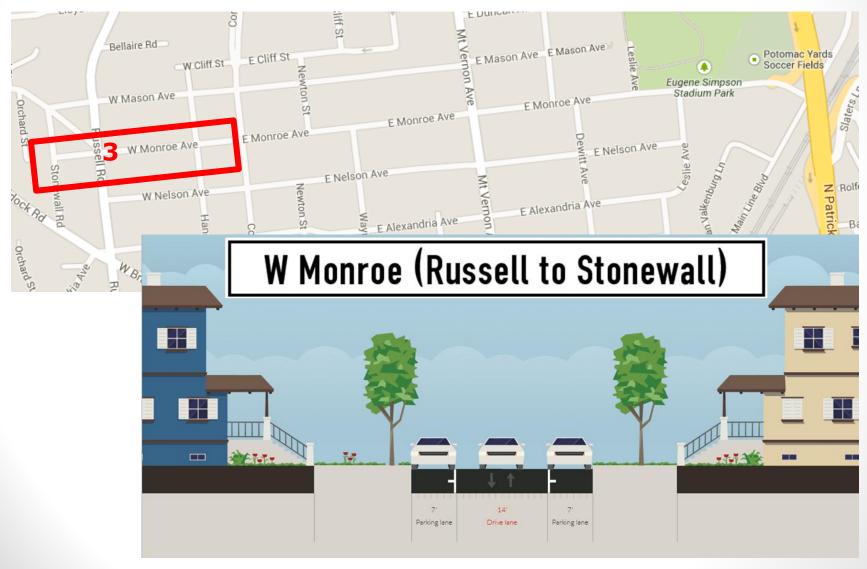
- 85th percentile speeds exceeding the speed limit by 5mph AND
- Minimum of 1500 vehicles per day AND
- · Minimum segment length of 1,200 feet

#### INELIGIBLE

- Any street other than a Local or Residential Collector (street map classification map)
- · Denial of a similar request within past 5 years of data collection
- · Street is currently in design as part of another Complete Streets project
- · Streets that have a Fire Department house or hospital emergency entrance located adjacent to the project area
- Streets that are major transit route
- . One way streets must have a travel lanes of at least 9 feet and two way streets must have travel lanes that total at least 18 feet
- · Street is less than 900 feet long or is a dead end
- · Street has stop signs 300' apart or less
- · Private Streets (the City only maintains public streets)



## Section 3: Commonwealth Ave. to Stonewall Rd.





### Section 3: Proposal

- Pedestrian countdown signals at intersection of Monroe Ave. and Russell Rd.
- Upgrade crosswalks at Monroe Ave. and Russell Rd. to high visibility
- Install north leg crosswalk at Russell Rd. and Monroe Ave.
- Install parking stripe along south side of Monroe Ave.
- Install 10 parking spaces on south side of Monroe Ave. between Hancock Ave. and Commonwealth Ave. with 30' of clearance for visibility at Commonwealth Ave.
  - maintains consistent travel lane width
  - adds parking
  - narrows travel lanes to slow vehicles approaching the intersection

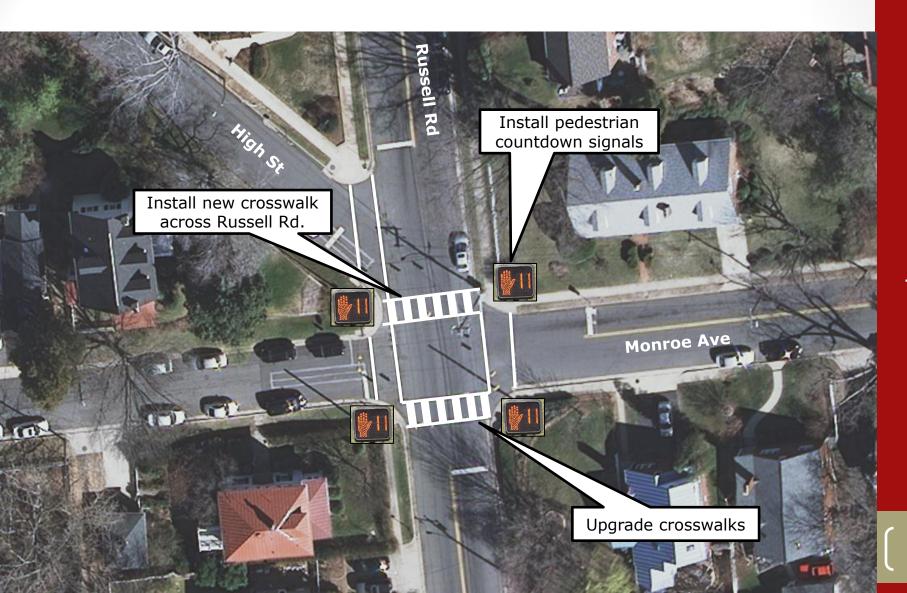




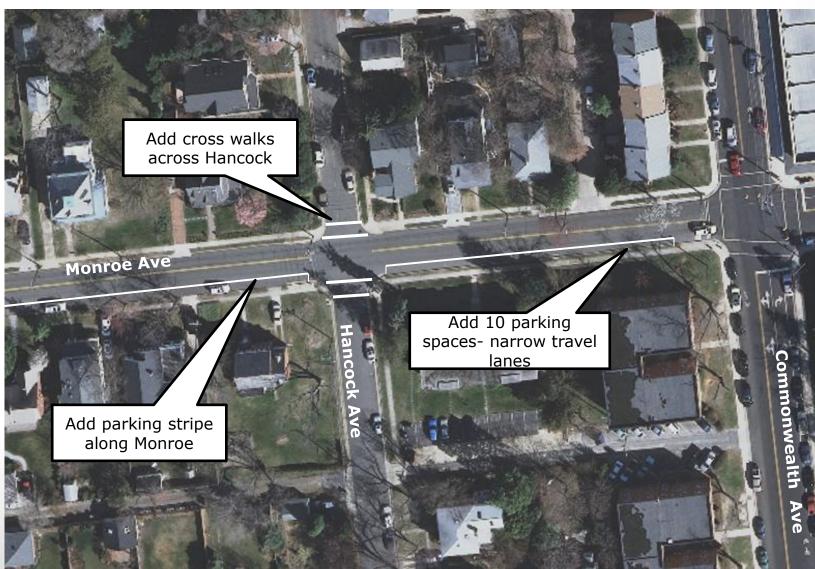


### E RGININ

#### Monroe Ave. at Russell Rd.



# Monroe Ave. between Hancock Ave. & Russell Rd.





## Section 2: Mt. Vernon Ave. to Commonwealth Ave.



Sharrow



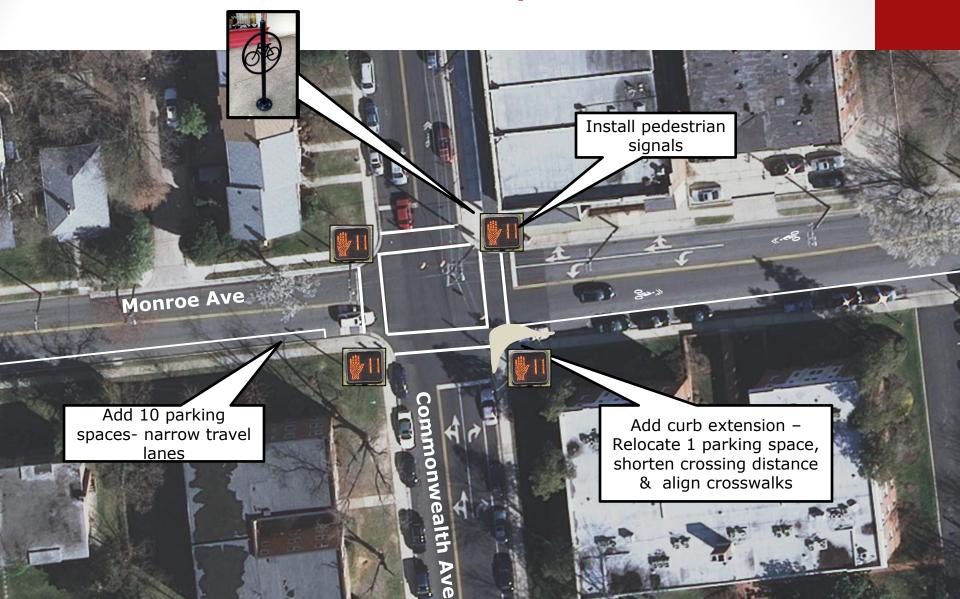
### Section 2: Proposal

- Crosswalks at streets that intersect Monroe Ave.
- Stripe along eastbound Monroe Ave. parking lane
- Sharrows on eastbound and westbound Monroe Ave.
- Crosswalk and curb ramps at Monroe Ave. and Wayne St. with pedestrian signage
- Bus loading pads for westbound Monroe Ave.
- Bus bulb-out at Wayne St. and Monroe Ave. for eastbound AT 10
- Pedestrian countdown signals at Commonwealth Ave.
   and Monroe Ave.
- Bike racks at Commonwealth Ave. and Monroe Ave.
- Curb extension for southeast corner of Commonwealth Ave. and Monroe Ave.



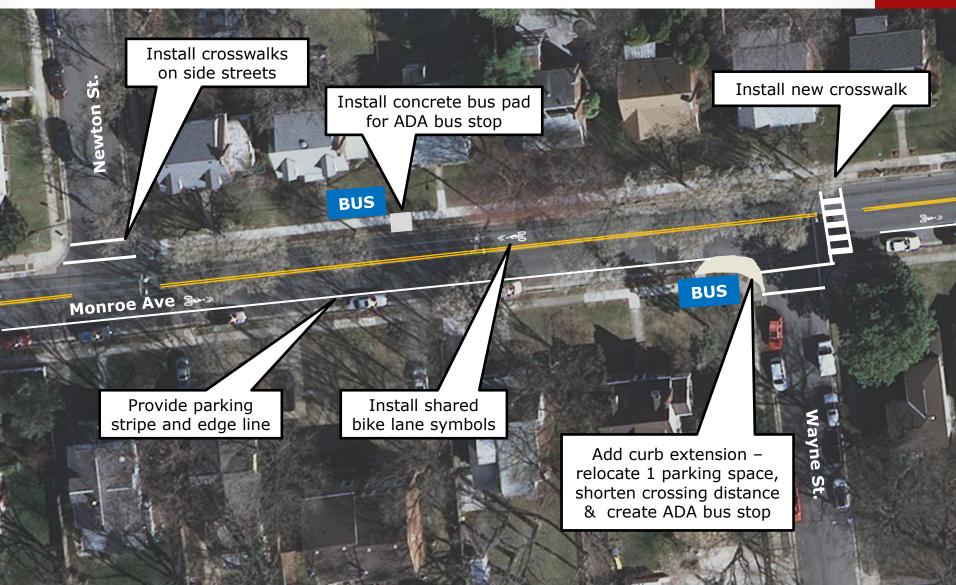
# Monroe Ave. at Commonwealth Ave. - Proposed



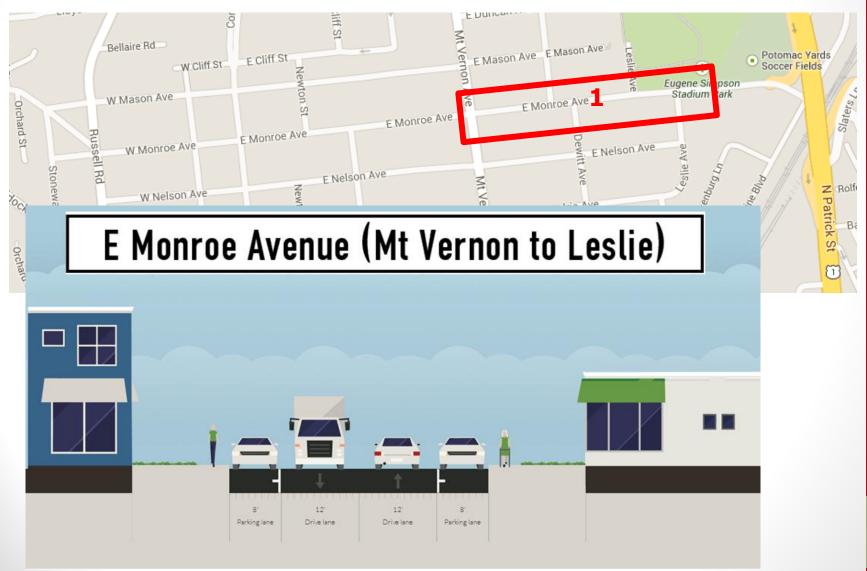


## Monroe Ave. at Wayne St. and Newton St.





## Section 1: Leslie Ave. to Mt. Vernon Ave. - Pedestrian



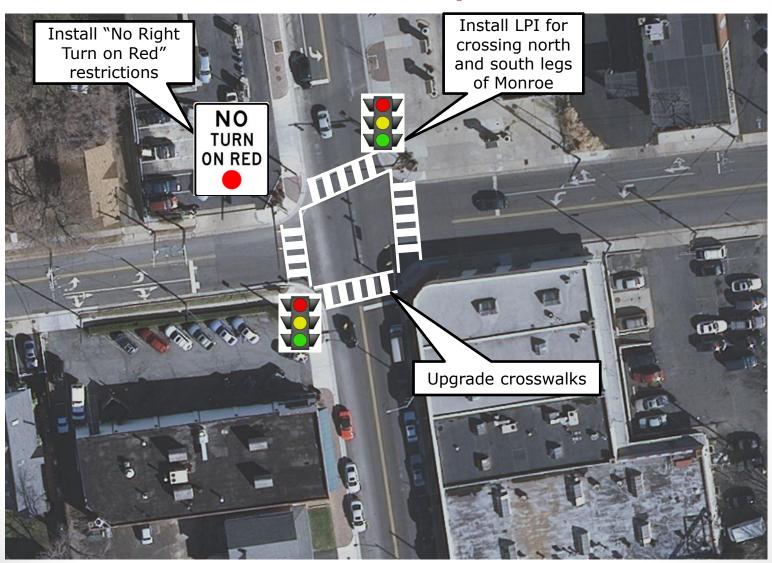


### Section 1: Proposal

- Provide Leading Pedestrian Interval (LPI) for crossing Mt. Vernon Ave. and No Right on Red signage at Mt. Vernon Ave.
- Upgrade crosswalks at Mt. Vernon Ave. to high visibility
- Upgrade crosswalk from Route 1 slip ramp to high visibility and look at pedestrian signage and markings
- Provide bicycle parking at Simpson Park
- Install crosswalks for side streets
- Upgrade speed cushions to new standard
- Consolidate crosswalks
- Install sidewalk extension at Dewitt Ave.
- Install bicycle facilities



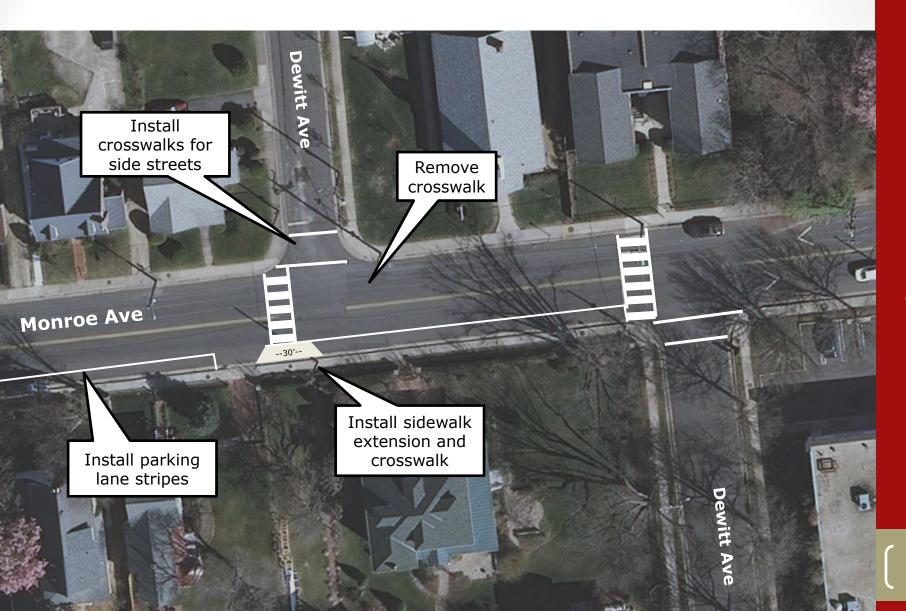
# Mt. Vernon Ave. at Monroe Ave. - Proposed





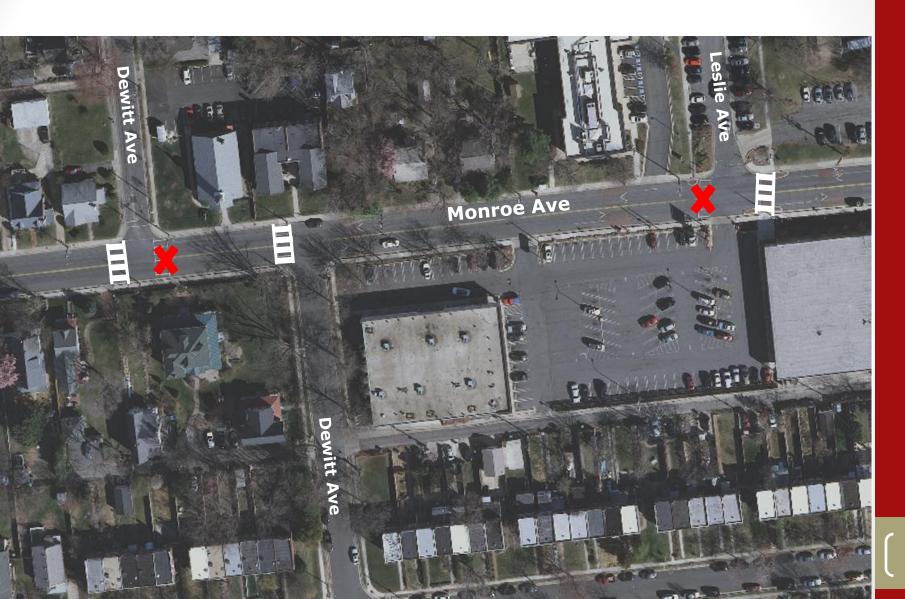
#### Monroe Ave. at Dewitt Ave.





### **Proposed Crosswalks**





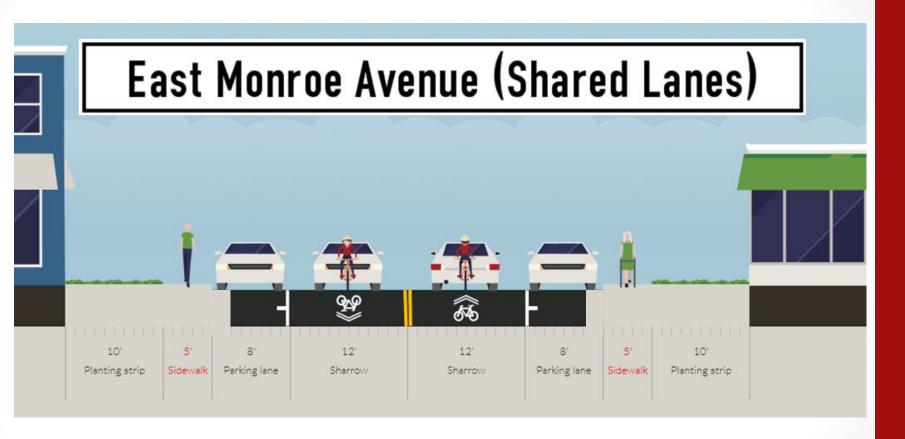
# Section 1: Leslie Ave. to Mt. Vernon Ave. - Bicycle





### Option 1: Shared Lanes

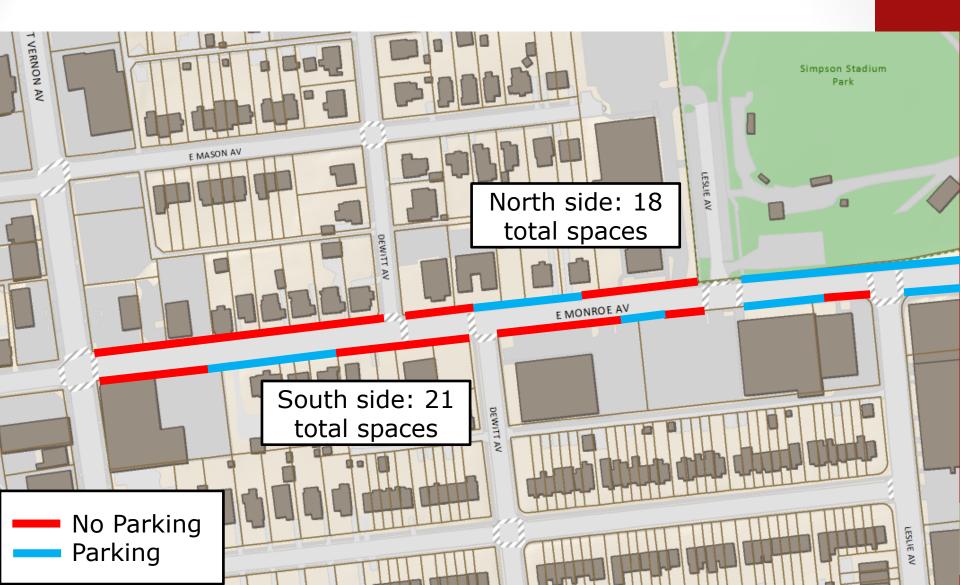




- Parking remains as is
- Bicyclist and motorist share the lane







### Option 2: Bike Lanes to Leslie

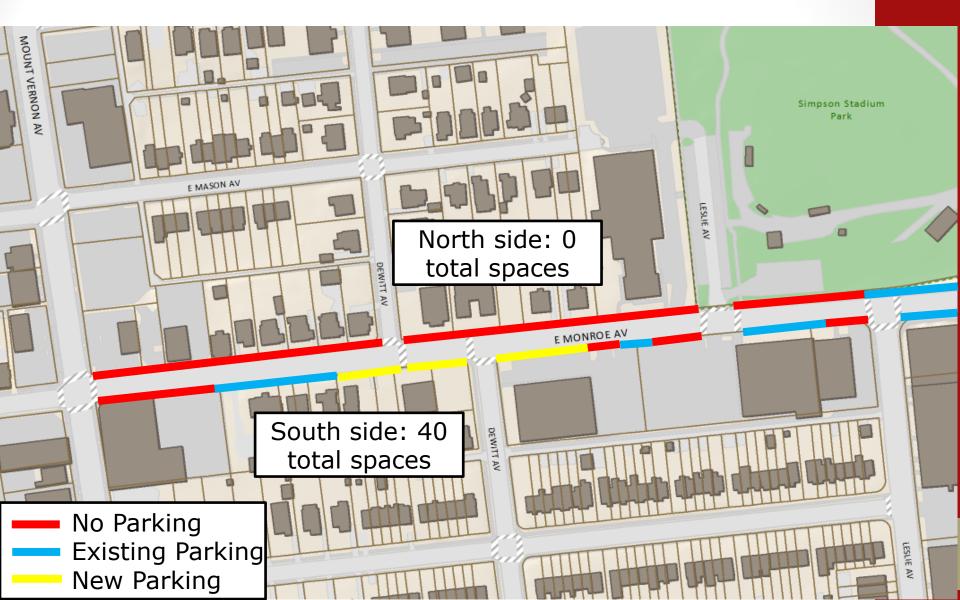


- Move parking to south side (no net loss)
- Narrow travel lanes
- Install bike lanes in both directions









### Option 3: Bike Lanes to Park

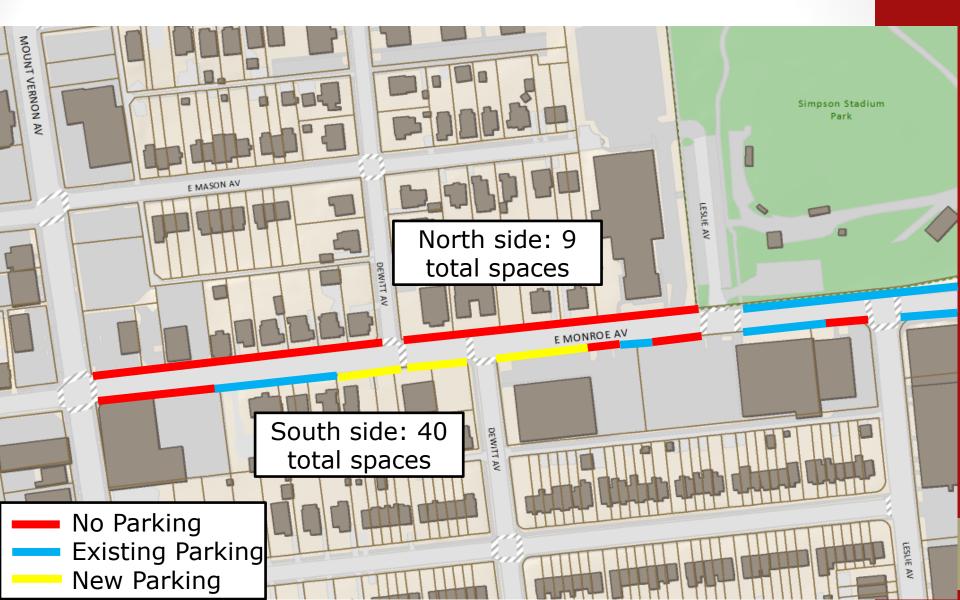


- Move parking to south side (no net loss)
- Narrow travel lanes
- Install bike lanes in both directions









### Considerations

<b>Project Goals</b>	Bike Lanes	Shared Lanes
Provides direct bicycle route along corridor	X	X
Provides designated space for all street users	X	
Consistent with Pedestrian and Bicycle Mobility Plan recommendations	X	
Reduces travel speeds	X	



### Next Steps

- Del Ray Citizen's Association Meeting
- Traffic and Parking Board
- Curb and gutter work Fall/Spring 2015
- Spring/Summer 2015 Implementation





#### Thank You.

# Questions, Comments and Discussion

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